



Chevrolet Features

Here is a motor car possessing a high order of mechanical efficiency.

The Chevrolet "stands up" well. It does its work in a soldierly manner.

The car has good looks, sufficient power, and right weight.

Comfort has been provided. Exceptional spring suspension and correct balance insures an easy riding car.

The fact that there are so many Chevrolet owners proves that the car meets with every requirement of the motorist.

Come in today and let us prove it to you.

Brown-Dryer Motor Co.

Phone 1963— 316-318 E. Washington St.

SPECIAL

Firestone Cords

Just received a shipment of Cord Tires, fresh from the factory. The following sizes only—

32x4, straight side	\$31.75
36x4 1/2, " " "	38.50
35x4 1/2, " " "	37.50
34x4, " " "	32.85

AUTO TIRE COMPANY

Second Ave. and Adams Phone 1868

CARS CAN BE USED YEAR AROUND WITH WONDERFUL CLIMATE

"There is a wonderful advantage says Mr. Duffy of the Overland Arizona Company, in owning an automobile in the Salt River Valley. Here we enjoy three hundred and sixty-five automobile days. Days when the sun is shining and when the temperature is always conducive to a spin in the country that is pleasurable. The city man in delivery work has the same experience, he can use his trucks all the year round, can make his Christmas deliveries as well as those at the fourth of July and with no more trouble. Take the East, for instance, at this time of the year when nine-tenths of the cars are laid up and have been for the past two months. They will stay in storage until the middle of March or April. If however, the car is not laid up it is always one constant source of grief. Anti-freezing solutions are in all radiators. The garage must be heated the same as the house; if the car is left standing for any time in the open it is well nigh impossible to get it going again. Chains are in constant use, not only account of wet and slippery roads but also on account of ice. This causes extra wear and depreciation of the tires. As a matter of fact it costs fully 50 per cent more to efficiently operate an automobile in the winter than in the summer. If the car is laid up it depreciates just the same. Six months use and six months storage is the usual cry. In Arizona, and especially the Salt River Valley, no such conditions as this are met. The investment is the same as in the east and we get full twelve months use of our cars. It costs no more to operate them in January than it does in June, no depreciation from storage, no large amount of money tied up in a car for six months of each year with no return. In fact our climate makes this locality favored for automobiles. Every day adds to the realization of the people of this locality that above all others for the use of automobiles is the day of automobiles and that life is scarcely worth living without the benefit, the joy, the happiness and the economy obtained only through the power propelled vehicle."

THE EXPERT DRIVER

One of the most exasperating pests in automobilism is that big little man—the "expert" driver—oversees a writer in the current issue of American Motorist. Continuing, the writer says:

"Speaking of him, we do not think of the painstaking mechanic who, by dint of study and experience gained in actual practice, familiarizes himself with motor cars until he is able to obtain from them a maximum service with a minimum necessity for repair and adjustment; him we would call the 'expert motorist.' But we have in mind the fellow who is an 'expert driver,' nothing else."

"It is almost needless to say that since the exhibition of stunts in driving is apt to be an expensive habit, the expert driver is rarely found among the owners. Usually he has graduated from the washstand in a garage, while sometimes he is a specimen of the so-called natural-born mechanic—a species that neither mechanical progress nor scientific training seems to have been able to exterminate."

"It is the expert driver who is chiefly responsible for the animosity of the pedestrian against the motorist. It is he who scares old ladies into hysterics while bearing down upon them with a rush, only to clap on his brakes with a bang and bring his car to a stop half an inch from the pedestrian's shin."

"If you want to watch him, stand in front of a busy garage for a while and you will have ample opportunity to observe his doings. He will come out of the garage at full tilt, clear the opposite curb by ripping the steering gear around with all his might and disappear

STOCK CHALMERS OKLAHOMA STUNT BREAKS RECORDS

A Chalmers four-passenger stock touring car, driven by Joe Dawson, smashed the record between Oklahoma City and Tulsa, on Friday, November 23, and this day and date only added to his speed. The Chalmers covered the distance in three hours and 23 1/2 minutes, in spite of the condition of the road, due a protracted dry spell, which left it little better than a country road. The best previous record was five hours, made when the road was in much better shape. Bounding over the ruts and the dust holes and poor bridge approaches, Dawson covered the 139 miles at an average of over 37 miles an hour. In order that there might be no dispute and in order to set a standard for any future attempt, the driver was checked out of Oklahoma City by Charles W. Boggs of the Oklahoma and checked into Tulsa by O. E. Shannon of the Tulsa World, both of whom made affidavits to this effect.

The motor wise said that the trip could not be made under six hours and tried to persuade Dawson not to attempt the trip, but the driver seemed to think that the Chalmers was sturdy enough and fast enough to stand the terrific pounding to which it would be subjected. The trip takes on added interest when it is known that it was made with the same four-passenger Chalmers that made the record from San Antonio to Dallas, 303 miles, in 6 hours 55 minutes and 40 seconds and from Galveston to Dallas, 351 miles, in 8 hours 30 minutes, a few weeks ago. The motor used was the one with which all Chalmers are now equipped containing the hot spot and ramhorn manifold, making it possible to attain maximum efficiency immediately, in spite of the cold weather.

An ordinary grade of gasoline was used, but so well is it vaporized and so quickly does it reach the cylinders from the carburetor that no energy is lost and no unconsumed gas remains to run down into the crank case, as is the case with so many motors, not equipped with the Chalmers perfecting.

around the next corner in similar fashion. When he returns he will rush down the block at a speed of 50 miles an hour, throw on his brakes some eight or ten feet from the stopping point, and bring his car to a halt almost within its own length; all of which, of course, looks very clever to the expert driver and costs money for repairs and excessive deterioration to the owner. This sort of a driver is the one to whom an open muffler is music in the ears; who imagines himself a miniature Oldfield who would have broken every record had he only been given a chance.

"As to climbing a hill on high gear every time, trust your expert driver to do it. Very often he will accomplish it, too, even though the motor knock its head off, in utter oblivion of the fact that the lower gear ratios are made for hill climbing."

"If you do not drive your car yourself, beware the expert driver, or at least nip his ambitions early in the proceedings."

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"Every inch a Car"

100 Points Six

EACH POINT OF THE KISSELL KAR IS A FEATURE—COMBINED THEY MAKE THE SUCCESSFUL SIX, THE PERFECT SIX

A car that has really revolutionized the manufacture of six cylinder motor cars.

A ride in this 100 Point Six will convince you of the features not to be found in any other make of automobile.

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We have just moved into our new quarters and find that we must have more room for the new cars that we are receiving almost daily. Every one of these cars are in splendid condition and at the following prices are real bargains.

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5-Passenger Hupmobile	\$1250
Run only 100 miles	
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5-Passenger Haynes.	\$1000
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2-Passenger Stutz Roadster	\$1000
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7-Passenger, 6-Cylinder Oldsmobile.	\$1050
New tires; seat covers. In prime condition	

TERMS ON ANY OF ABOVE

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Leach Motor Car Co.

521 N. Central Ave.

Phone 1456

50 LBS.

25 LBS.

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At last! The ideal inner tube has arrived—the tube that is so ingeniously devised and built with a mesh of Sea Island Cord in the walls, that it has sufficient strength to relieve the outer casing of about one-third the air strain—this means tires will give more mileage—longer life, if Palmer Safety Cord Tubes are used.

If weaknesses develop in the fabric of the casing these remarkable tubes will lend their body to bridge over the weaknesses, strengthen the casing and practically eliminate blowouts.

Cut in the double circular pattern, with the Sea Island Cord mesh woven in the same shape, Palmer Cord Tubes fit the casing perfectly. You need never worry about chafing or pinching.

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